2: Hickinbotham G-4, 5 (ca. 1931-ca. 1957)
1953 MM1 Aden MM1

Foreword

Now at last Hickinbotham occupied a position in which the scope of his responsibilities included the Aden Protectorate as well as the Colony of Aden, for as Governor and Commander-in-Chief he was Governor of the Protectorate as well as Governor of the Colony. It has been thought by some that the term "Governor of the Aden Protectorate" is a misnomer, for it is not the policy of the British Government to govern the Protectorate directly, but to leave the control of its internal affairs to the local Arab Rulers in treaty relations with Her Majesty's Government. Under these treaties the British Government are bound to give the Rulers protection against external attack, and through the Governor of Aden the Rulers also receive, when necessary, assistance in preserving internal security and also advice and financial help. The Colony of Aden is a small, mainly urban, territory of about 75 square miles: the Protectorate is a largely mountainous and thinly populated area with comparatively small fertile cultivable parts and is about the same size as the United Kingdom. The role of the Governor in the Protectorate thus differs fundamentally from his position in the Colony, where he is the head of a direct administration, and the problems with which he has to deal in the two areas are very different.

The Arabs of the Protectorate tribes made a natural appeal to Hickinbotham, as they have done to many other British officers and others whose work has brought them into contact with them and who can understand their outlook on life. In this book he has given a fascinating account of the Protectorate and its people based on practical sympathy and intimate knowledge, as well as an interesting description of Aden Colony and his experience in it in successive capacities. Sir Tom's position as Governor of the Aden Colony and Protectorate also necessitated his playing an active part in dealing with the question of British relations with the Yemen, the independent Arab Kingdom which lies to the north of the western part of the Protectorate, and his book includes informative chapters about this troublesome problem.

It is a pleasure to me to commend this work to all those who seek reliable information about this part of the world and

CHAPTER EIGHT

Protectorate Development

THE people of all the States of the Protectorate are, for the most part, hardworking and competent farmers depending as they do primarily on agriculture for their living. Fate has not treated them very kindly, having so arranged matters that the areas with the most tillable land have the smallest rainfall. The absence of rain is compensated for in some places by the presence of water-courses which, though dry for most of the year, become flooded during the late summer and autumn when there is, normally, heavy rain in the hills. These flood waters have, in Lahej and in Abiyan and in one or two other areas, been harnessed and an irrigation system spreads the water over the land and the valuable cotton and other crops are the result.

The idea of developing the Abiyan plain was conceived by Brian Hartley, the then Director of Agriculture in 1940, when shortage of foodstuffs, due to the World War, turned everyone's thoughts to finding alternative local sources of supply which would not be affected by shortage of shipping and the interruption of normal sea communications. Abiyan is a flat open plain triangular in shape with the apex buried in the Yafa hills and the broad base along the shores of the Gulf of Aden and the Indian Ocean. It slopes gently from north to south and it is intersected by two large Wadis, the Bana and the Hamam. These two Wadis run far up into the highlands of the Yemen and every summer the seasonal floods come rushing down them as the rain clouds from the Indian Ocean break over the distant hills. These floods are rich in silt which fertilizes the soil on which it is deposited. Hundreds of years ago

241 Hundreds of years ago Aden
133 the value of these silt-laden seasonal floods was realised by the
312 people of the plain, and they initiated an elaborate irrigation
• 134 system, the remains of which exist to the present day. Years of
926 inter-tribal warfare which benefited no-one, brought the original system to ruin and the land went out of cultivation and the silt-laden waters rushed unimpeded headlong to the sea to discolour the ocean for many miles.

654 Hartley started with a modest capital of £10,000 granted
312 by His Majesty's Government for the purchase of seed grain
241 and for the hiring of bullocks to build dams and till the ground;
648 and with this modest sum he was able to bring 700 acres under
[926] cultivation. The tribes were loath to give up what had become their battle-field, and their silly futile squabbles interrupted Hartley's efforts until the patience of the Aden Government was exhausted and measures were taken to enforce security in the area.

648 Once the World War was over, food production was no
654 longer of paramount importance, and with the economic
248 future of the area in mind long staple Egyptian cotton cultiva-
178 tion was successfully introduced, and by an Administrative Order of my predecessor, an organisation known as the Abiyan Board was set up to manage the whole agricultural project. Additional capital to the extent of £270,000 was obtained as a loan from His Majesty's Government and there was rapid development, so that by the time I became Governor several thousand acres were under cotton cultivation. The Board directed the agricultural policy of the area, was responsible for pest control, owned and operated the heavy agricultural machinery necessary for the economic working of the land, owned and operated two cotton ginning factories, controlled the distribution of flood water through the irrigation canals and channels, and was responsible for the shipping and marketing of the cotton crop.

649 In spite of the changed circumstances of the Board they continued to function by virtue of the original Administrative Order. All efforts by my predecessor to regularise the position by persuading the Fadli and Lower Yafa States, within whose territories Abiyan is situated, to enact decrees failed owing to

new displacing the old is an inevitable process and provided it is done at a reasonable pace need not be disturbing and is often imperceptible. It is the speed of change which matters, and that is what caused the trouble in the Protectorate. In England the change from horse-drawn transport to motor transport took twenty years or more and there was ample time for readjustment. In Aden it took as many days from the time a new major road was open to motor traffic, and the unemployed camel men sat nursing their rifles and wondering how to prevent their animals and themselves from starving. It was not long before they noticed the weapon in their hands and commenced to use it to drive the lorries off the roads. The State and Political Authorities intervened before too much damage was done and negotiations resulted in agreements which restricted the use of lorries to named kinds of merchandise, and so time was gained for readjustment.

The Eastern Aden Protectorate was more affected than the Western by road development and on more than one occasion troops had to be used to persuade the camel men and their friends to be sensible and not to interfere with the lorry traffic which might have had very serious consequences. The Wadi Hadhramaut, that vast cut through the limestone plateau of the Jôl filled with palm groves and white-walled towns, peopled by the most astute and the hardest business men in the world, was subject to droughts which twice in living memory had led to famine: the reason for this had been that the whole irrigation system depended on the availability of bullocks to draw water from the shallow wells and when, during the droughts, the corn crops had failed, the animals had either to be fed on seed grain or be left to die of starvation; in the former case it meant that when the rains did come, there was no seed to sow, in the latter that there were no animals to draw water. The solution was to eliminate the dependence on bullocks and make available to farmers and date garden owners small diesel pumps with which to irrigate their land. They paid cash for the pumps if they could, or if they couldn't they put down a deposit and paid the balance in monthly instalments. A maintenance service, based on a central workshop, which had been set

7: Gt. Brit., Colonial Office C-3 (1949-58) 1951 MM1 Aden

PART III

Chapter 1: Geography and Climate

The Colony of Aden is situated in latitude 12° 47' N. and longitude 45° 10' E., about 100 miles east of the Straits of Bab-el-Mandeb on the southern coast of Arabia. It comprises:

(a) The Peninsula on which are situated the main town known as Crater, the modern harbour suburb known as Tawahi, adjacent to which is an area leased by the Township Authority to the Air Ministry for Royal Air Force and military purposes, and known collectively as Steamer Point but more particularly by the name of the spurs of Jebel Shamsan, on which buildings have been constructed, and lastly the Dhow Harbour and village of Maalla.

(b) The Isthmus known as Khormaksar.

(c) An area of land enclosing the modern harbour and extending north and west to the Little Aden Peninsula. The villages of Sheikh Othman, Hiswa, Imad, Burukha and Fukum (the last two on the the Little Aden Peninsula) are situated in this area.

(d) The island of Perim.

The Aden Peninsula is high, rocky and of volcanic formation; Jebel Shamsan, its summit, is 1,725 feet high, and there are some torrental peaks close to it. The harbour lies to the westward and north-west of the Peninsula. Dwelling houses and shops are constructed on the ridges of the mountain and in the valley between them where the ground is normally level. Crater, the main and original town, is situated at a distance of five miles from the modern harbour, and lies in the extinct volcano on the east of the Peninsula.

The isthmus is a flat, sandy plain on which have been laid out the aerodrome and lines of the Royal Air Force, the Aden Protectorate Levy Lines, the Singapore Lines and the golf course. It is only 1,320 yards wide at its narrowest point near the Peninsula.

Cultivation occurs at Sheikh Othmen in the form of a large vegetable and fruit garden belonging to the Township Authority, and there are some privately-owned date-palms there. Hiswa also has several groves of palms, but with these exceptions there is no regular cultivation in the Colony.

Perim Island, situated in the Straits of Bab-el-Mandeb, is bare, rocky and rather flat in appearance; its highest point, about a mile northward at its southern extremity is 214 feet high. The surface of the island is grooved with dry water-courses and covered with coarse grass and stunted shrubs, the sub-soil being sand and conglomerate coral. Perim Harbour and Pulan Bay, a small shoal light, lie on the southern side of the island. It possesses a good small harbour on the south-west side, with an entrance 860 yards in breadth, and a small air landing ground.

S.Gt. Brit., Colonial Office G-3 (1951-52)1954 MMI Aden MMI

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(c) An area of land enclosing the modern harbour and extending north and west to the Little Aden Peninsula. The villages of Sheikh Othman, Hiswa, Imac, Buraikha and Fukum (the last two on the Little Aden Peninsula) are situated in this area, and it is on the Little Aden Peninsula that the new refinery and township are being built.

(d) The island of Perim.

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